









Invited on May 31st 1899 at the St. Francis Home, Wanchai.

It has since come to my knowledge that quite recently the houses in Holy Infant Lane were line-washed. I am given to understand that there were no cases of plague previous to line-washing. Since then I learn there have been several in this lane. Wherein is the benefit of line-washing during an epidemic of plague?

Enclosing a notification of a case of plague which occurred to-day in the same lane.

I beg to remain,

Yours truly,

G. MONTAGU HARSTON.

DR. CLARK'S REPLY.

I think much of the Board's time will be saved if I discuss Dr. Harston's letter in a minute, instead of awaiting our next meeting. In the first place it behoves the Board to consider that the said letter communicates a theory merely, and that any such theory must be examined by the light of facts, and not accepted as a working hypothesis until the facts have clearly demonstrated its authenticity.

To consider, therefore, the premises upon which this theory is based by its advocate, we find in the first instance that two cases of plague are cited, both occurred twelve months ago, although there have been some 180 cases to date.

In one of these the discovery of a couple of rats dead of plague is admitted to have been the exciting cause of the disease. Where then is the connection between the line-washing and the disease? Are we to assume that dead rats are only discovered upon domestic premises as a result of the annual cleaning and line-washing? And granting that this is dispensed with during epidemics, are such dead rats to be allowed to remain upon the premises to pollute the air with the vapours of decomposition lost their removal may excite an attack of plague in a person who handles them carelessly. Surely this case does not greatly strengthen the theory.

The other case may perhaps have been of a similar nature, but the facts given are so bald that it seems to me impossible to make any deduction from them. However the main plank upon which this theory seems to rest is that the cleaning and line-washing of the Wanchai Health District took place during January and February this year, and that immediately following this we had an outbreak of plague in that district.

In the first place let me point out that the cleaning and line-washing of that district took place in precisely the same month last year, and yet only thirteen cases of plague occurred in that district during the months of January-April 1899 out of a total of 129 cases, while no less than 68 of these cases occurred in No. 9 Health District, where the line-washing is not done until May and June.

So much for generalities, but I have looked much more closely into the matter and I attach hereto a list of all the cases of plague which have occurred to date in the Health District, and in this table will be found the dates of the cleaning and line-washing of these houses. These dates are the ones on which notice of intention to do the work was given by the Contractors, and the great majority were done within three or four days of these dates, but even if we allow ten days as the extreme length and another ten days for the incubation of the disease, we have then an interval of, say, three weeks as the maximum interval between the work of cleaning and the occurrence of plague.

An examination of the table will show that out of the ninety cases detailed therein, there is such an interval only in one case. In all the other cases plague either occurred before the line-washing, or at such a long interval afterwards that no medical man would contend that the cleaning bore any causal relationship to the outbreak of the disease.

In the face of these facts I fail to see how such a theory can be maintained.

(Sd.) F. CLARK.

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The Principal Civil Medical Officer: There is a lot of truth in what Dr. Harston says, but it is only one link in the chain that wants strengthening.

Overcrowding.

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The total number of persons that may legally occupy these floors is found to be 3,724 and the actual number of persons sleeping there was found to be 2,432. A small amount of overcrowding of individual floors was detected, thus in one common lodging house there was an excess of ten persons over the legal limit, in one other floor there was an excess of 9 persons, and in three other floors an excess of 8 persons.

Legal notices have been served in these instances to abate the overcrowding. It is interesting to note that the figures coincide almost exactly with the tabular report drawn up by me, last year, and which was based on the estimate of population of the City of Victoria. This table gave 8.6 persons per occupied floor, and the figures obtained by these night visits give 8.5 persons per floor.

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Total	13,834

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Cases reported to 23rd instant 336  
Do. do. during past 48 hours 12

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Total 348

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## MUD FLAT NORTH.

(From Our Own Correspondent.)

TIENTSIN, May 15th.

I am sorry to find that my wire of the 11th must have been stale news, as I see the matter was telegraphed from Wei-hai-wei to Shanghai on the 8th. It was only known here on the 11th, and I sent it off at once. The particulars only reached Peking the day before, I believe. On the 12th many rumours were current here, chief among them being that the Chinese Regiment had mutinied. Since this report has been contradicted, and I do not think matters have really gone so far as that. But there is one very strong reason why they might do so. They were not enrolled with any idea of fighting against their countrymen, and their families are scattered throughout Shantung. These families would naturally be at the mercy of any rebel bands, or of the Government, and to protect them the soldiers might and probably would, desert. I expect to find that the report is due to a certain number of them having deserted in this way, as there is serious smoke without some fire. The following is an authentic account of what really occurred, as it reached me on the 11th.

On the arrival of the Chinese Commissioners appointed to co-operate with the British in demarcating the frontier line of the leased territory at Wei-hai-wei, considerable difficulty was experienced in inducing the former to commence their labours. When at last a start was made the Chinese Commissioners stated that they had instructions to pursue the demarcation literally according to convention, regardless of whether the line passed through a village or not. To save time and to ensure the future of some permanent line, this was agreed to by the British representatives. For some days the party pursued their labours in peace, until the suspicions of the British boundary Commissioners were aroused by gatherings of villagers, with whom the Chinese Commissioners held meetings. These latter appeared to apprehend disturbances, and suggested the cessation of work, but although they were offered British protection they declined it. A Chinese was reached near the British escort, and seeing them unprepared, rushed to another to strike. The escort would assuredly have been murdered, but for the arrival of British reinforcements under Col. Bower. As it was, Major Penrose and four men were wounded, 30 Chinese killed. Next morning the Chinese made an attack on Major Watson's camp near the quarters of the Chinese Commissioners, but were beaten off by the Chinese regiment under Col. Bower. The behaviour of this regiment throughout has been excellent. The Chinese Commissioners, however, are reported to be in the hands of the rioters, and the Commissioner of Wei-hai-wei has endeavoured to rescue them; 2000 men attacked Major Watson's camp. The relief force consists of British marines and the Chinese regiment. The British fleet arrived at Wei-hai-wei on the 10th instant.

The Chinese Commissioners were subsequently relieved, and the prospects were said to be reassuring. Sir Claude entered a strong protest against the Commissioners' conduct, but I have not yet heard any results. Strong protests are useless. We want a far more forcible argument. The situation in Peking is far more serious than foreigners generally suppose. Pro-foreign Chinese who are in a position to know, are continually warning foreigners that the present anti-foreign attitude of the Chinese Government is not a joke, but precludes a strong and determined effort to shake off the foreign yoke on the part of the Manchus. The Boxer movement is growing stronger and bolder in Peking and they are drilling within a stone's throw of the foreign Legations. The Empress Dowager and all her favourites are avowedly supporting them, as they believe their assistance will be of great value when a movement begins.

They are only waiting the maturing of some plan, or the arrival of some "lucky day" to begin operations. No notice of all this is taken at the Legations, and the prediction of evil times is laughed to scorn, but Great Britain's strength utterly flouted in Peking, and we are supposed to be too heavily handicapped in South Africa really to count. How far China is being supported in this theory by another Power, and encouraged in her anti-foreign attitude it is impossible to say. That attention will have to be turned to China ere long is daily more evident. There will not be much longer, I fear, any possibility of shelving the matter, but it is to be feared that before then something tragic will have occurred. These small riots and attacks are merely tentative tests as to what we will do. The British troops passed off very easily from a Chinese standpoint, and a bigger thing has been attempted at Wei-hai-wei. People talk glibly about the Chinese not "daring" to do this or that, or the other, but if they have dared to attack a foreign camp it seems as if their enterprise, when backed by Government approval is not such a boneless quantity. Of course they have achieved nothing, but there are plenty of conditions under which they can achieve a good deal. Peking for instance. In order to evince our complete indifference to all these danger signals however, the Guard is about to be withdrawn from Tientsin as superfluous, though as a prominent Chinese told me the other day, there ought always to be a guard both in Tientsin and Peking.

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have been badly damaged, having a large hole in the stack, and the agents, Messrs. E. D. Sassoon & Co., directly on receipt of the news, had lighters sent down to Gough Island, where the unlucky vessel was beached, and later on the tugs *Kocher* and *Sanson* went to her aid. The salvage crew were at work on Saturday night, and Messrs. Farnham & Co.'s pumps, tea in number, were also requisitioned. It was expected last evening that the *Grosvenor* could be patched up, and brought up to port this morning.—N. C. D. News.

## DEPARTURE OF LADY AND MISS HANNEN FROM SHANGHAI.

Several of our well-known residents took their departure for home by the *Empress of Japan*, which left the P. & O. jetty for Wonsung at 3 p.m., and there was a large assemblage of their friends at the pontoon to bid them farewell. Lady Hannen and Miss Hannen went down in the *Gulchiff* at 6.30 p.m. and were accompanied to Wonsung by some of their friends, while the jetty was thronged with others who were there to sorrowfully bid them a last farewell. The scene was a very affecting one, as Lady Hannen and her daughter count as genuine friends a large majority of the foreign residents of this Settlement, and they have not only sincere sympathy for their recent affliction, but their departure from Shanghai, where they have been for many years closely identified with its social and charitable functions, leaves a void which will not be easily filled, while their numerous friends will not soon forget those whose loss they sincerely deplore.

## UNPLEASANTNESS WITH THE GERMANS.

Writing on 15th instant, the Nanking Correspondent of the *N. C. D. News* says: "Two gunboats, a Japanese and German, have been for some time stopping at Nanking. The Germans seem to have caused some unpleasantness, and have been asked to pass on. They have daily drilled on the drill ground for Chinese soldiers, and after this they have in some ways made things unpleasant, so the natives say. They were planning an outing to the mountains just outside of the City wall, and intended to invite all of the foreigners resident in the city. The Viceroy, on hearing of this, sent word through the Foreign Office, that this could not be permitted, and asked them to move on. The Captain replied that he had certain important matters to lay before both Viceroys, Liu and Chang, and was not prepared yet to move. Again a request was sent to him, asking him to lay the matter before Viceroy Chang at Wuchang. The negotiations are not yet finished."

## THE CREW OF THE "POWERFUL" AT PORTSMOUTH.

Portsmouth gave itself up on 24th inst. to joyful commemoration of the achievements of the Naval Brigade. The hero in chief of Lady Smith, Sir George White, was himself present to receive honours, and to help to do it to the officers and men of the *Powerful* who contributed so much to the defence of the town. The real business of the day began when, soon after five o'clock, a huge crowd greeted Sir George White on his arrival at the town station. Then came the great procession. The Naval Brigade, under the command of Lieutenant Halsey, left the Dockyard and marched to the Town Hall. The entire route was thronged with people, who cheered themselves hoarse as the crew of the *Powerful* passed. The scene in the great Town Hall was brilliant one. Elaborate decorations were composed of cutlasses and ribbons, the galleries were thronged with ladies, on beautiful banners were inscribed the names of great battles and those who had won them, on the orchestra were boys and girls of St. Luke's Schools, Southsea, who gladdened the feast with song. At a raised and isolated top table sat the Mayor, who presided, with Captain the Hon. Hedworth Lambton on his right, and Sir George White on his left. Others at this table were the Earl of Northbrook, Sir Michael Culme-Seymour, the Earl of Dunbar, Sir Baker Russell, Sir John Baker, M.P., Sir William King, and Sir William Palk. At a table running parallel to that at which the Mayor sat were the middle of the *Powerful*, with Admiral Field, who sat in the centre to keep them in order. It was a row of brave, proud, and handsome faces. Still more interesting tables were the six that ran at right angles to the others. Four were occupied by the two hundred and forty "handy men." These bronzed, clean-shaven fellows thoroughly entered into the spirit of the occasion. At one time during the meal they burst forth into hilarious cheers. This was when some little girls danced the hornpipe on the platform with infinite spirit. The Mayor proposed the toast of the "Naval Brigade," declaring that both the Blue-jackets and the Marines had earned the gratitude of the nation. Captain Lambton, in reply, said he felt that that magnificent reception was meant, not only for them, but also for the Naval Brigades belonging to other ships, and for the Marines. It had been a pleasure, he said, to have co-operated with such a chivalrous and gallant officer as Sir George White, whose decision to stay in Ladysmith had saved Natal. He also paid a warm tribute to Sir Redvers Buller. Lord Northbrook proposed "The Health of Sir George White," who, in responding, said he could not speak too highly of the assistance rendered to the Ladysmith Garrison by the Naval Brigade, and he endorsed the praise bestowed on the Marines in similar toasting, and fulfilling his self-imposed task of relieving Ladysmith.—L. & C. Express.

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Captain Fraser, of the steamship *Hunan*, from Chinkiang, reports:—Fine moderate weather with S.W. winds throughout. On the 22nd inst., at 6 a.m., passed destroyers *Fame* and *Whiting*, off Tuenabou.

Captain W. Passmore, of the steamship *Thales*, from Coast Ports, reports:—Taiwanfou to Amoy light S.W. winds and cloudy, with occasional fog. Amoy to Swatow light S.W. winds and fine to Brothers, thence to port foggy weather. Swatow to Hongkong light S.W. winds and fine clear weather. Vessels in Taiwanfou: *Appling*, *Mary*, in Amoy: *Benchew*, *Ragway*, *Lukma*, *Mary*, and *H.M.S. Orlando*. In Swatow: *Chewai*, *Esang*, *Itatun*, *Wuhu*, *Kweiyung*, and *Footchow*.

## NOTANDA.

### CALENDAR.

MAY.

Meteorological means based on ten years' observations to 1897.

Barometer ..... 29.867

Thermometer ..... 76.2

Humidity ..... 76.2

Rainfall ..... 15.0

FO-DA-Y.

Barometer ..... 29.88

Thermometer ..... 76.2

Humidity ..... 76.2

Rainfall ..... 0.01

TO-DAY.

Friday, 25th May, 1900.

Chinese—27th of 4th moon of 26th year of Kang-hsi.

Sun—Rises ..... 5.10 a.m.

Sets ..... 6.10 p.m.

Moon—In Perigee 2.10 a.m.

High water—Morning ..... 6.10 a.m.

Afternoon ..... 7.10 p.m.

Low water—Morning ..... 6.10 a.m.

Afternoon ..... 7.10 p.m.

ANNIVERSARIES.

1841—Canton occupied by the British.

1857—The Chinese fleet totally destroyed between this date and June 1st.

1875—The Victoria Insurance Co. wound up.

1883—Imperial Decree for opening Yunnan mines issued.

1889—The Canton Mint formally opened by the Viceroy.

1897—The Powers replied to the Turkish conditions of peace.

1898—Admiral Cervera hemmed in at Santiago.

1898—U.S. President calls for 75,000 more Volunteers.

1899—Launch capsized in Amoy 70 passengers missing.

TO-MORROW.

Saturday, 26th May, 1900.

Chinese—28th of 4th moon of 26th year of Kang-hsi.

Sun—Rises ..... 5.10 a.m.

Sets ..... 6.10 p.m.

Moon—In Perigee 2.10 a.m.

High water—Morning ..... 6.10 a.m.

Afternoon ..... 7.10 p.m.

Low water—Morning ..... 6.10 a.m.

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ANNIVERSARIES.

1593—Fray Pedro Bautista, Spanish Envoy, left Manila for Japan.

1840—Hongkong Club opened.

1867—Duchess of York born.

1871—Bank Holiday Act passed.

1875—Mr. Blacklock murdered by Chinese smugglers on the s.s. *Douglas* at Fouchow.

1876—Death of Grand Secretary Wen-siang.

1894—Great fire at Yamagata, Japan; 1,202 houses burnt and 13 lives lost.

1896—Coronation of the Czar, Nicholas II., at Moscow.

1897—The Russian Embassy by the Emperor of China.

AGENDA.

TO-DAY.

Cargo ex *India* subject to rent.

Cargo ex *Reval* subject to rent.

TO-MORROW.

Noon—P. O. steamer *Corom*



Masonic.

VICTORIA PRECEPTORY AND PRIORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, on MONDAY, the 28th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend. Hongkong, 22nd May, 1900. [66]b

ZETLAND LODGE.

No. 535, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on FRIDAY, the 1st June, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 23rd May, 1900. [67]b

Shipping.

STEAMERS.

FOR SINGAPORE, PENANG AND CALUTTA.

THE Steamship

"LIGHTNING," Captain J. G. Spence, will be despatched for the above Ports, TO-MORROW, the 26th instant, at Noon.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 25th May, 1900. [65]b

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU," Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 27th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 21st May, 1900. [43]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NAGASAKI AND SHIMONOSEKI.

THE Company's Steamship

"TAIYUAN," Captain Nelson, will be despatched as above on SUNDAY, the 27th instant, at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd May, 1900. [66]b

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLOS," Captain D. J. Cocks, will be despatched as above on TUESDAY, the 29th May.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th April, 1900. [51]b

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"ANPING MARU," Captain J. Saito, will be despatched for the above Ports, on WEDNESDAY, the 30th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 16th May, 1900. [63]b

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"ARKLE," Captain St. John George, will be despatched as above on THURSDAY, the 31st instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

"N.B."—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th May, 1900. [59]b

"BEN" LINE OF STEAMERS.

FOR LONDON.

THE Steamship

"BENLARG," Captain Kroble, will be despatched as above on or about SATURDAY, the 9th June.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 18th May, 1900. [65]b

FOR NEW-YORK VIA SUEZ CANAL.

THE Steamship

"DRUMMOND," will be despatched for the above Port on or about SUNDAY, the 10th June.

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 6th May, 1900. [4]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AGAMEMNON," Captain Nish, will be despatched on TUESDAY, the 12th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd May, 1900. [57]b

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

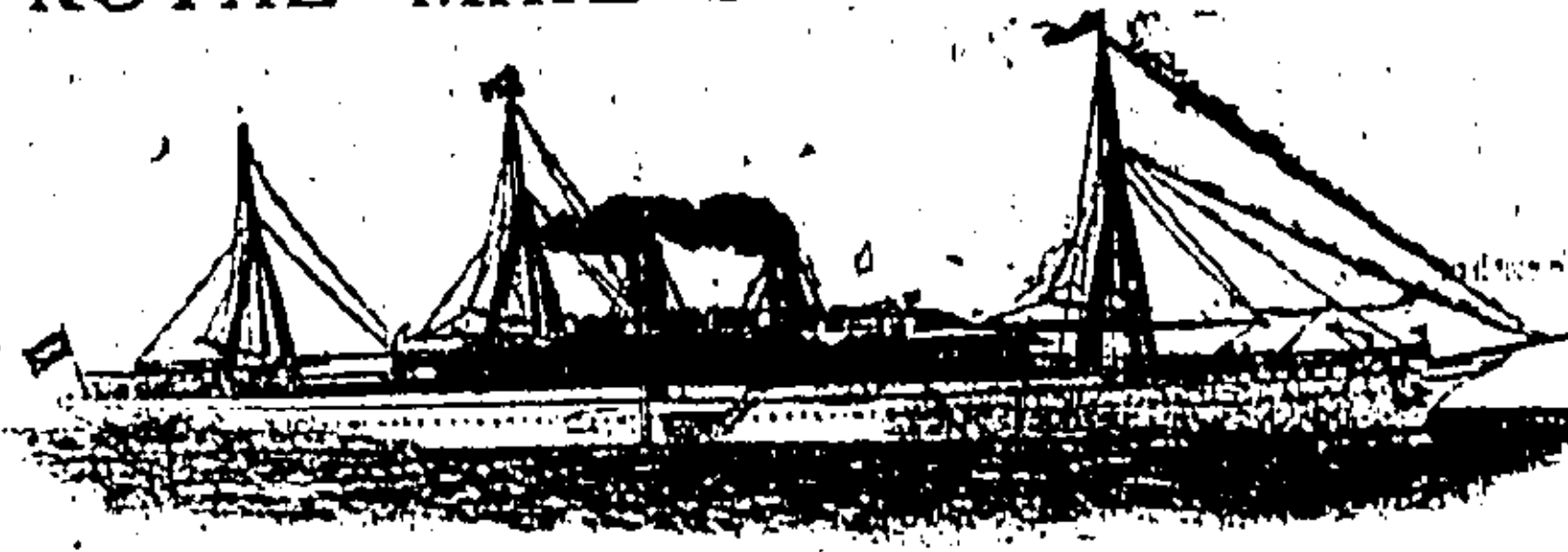
"ANTENOR," Captain M. F. H. Jackson, will be despatched as above on TUESDAY, the 26th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th May, 1900. [64]b

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, E.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 6th June.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 27th June.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 18th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to J. E. BROWN, General Agent, Paddocks Street.

Hongkong, 19th May, 1900.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Goodwin...[4,421] A. Jackson...June 2

Glenzie...[3,759] W. Frakes...July 3

Queen Adelaide...[4,832] E. McNair...July 25

Duke of York...[3,821] J. S. Cox...July 28

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Braemar...[3,691] W. Watt...June 9

Argyll...[2,997] S. Thomson...June 20

Manmouthishire...[2,874] J. Kennedy...Aug. 4

Braemar...[3,691] W. Watt...[Aug. 25]

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 25th May, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King...[3,379] about June 20

Thyris...[3,812] about July 20

THE Steamship

"BELGIAN KING," will be despatched for KOBE, YOKOHAMA, SAN DIEGO AND SAN FRANCISCO, on or about the 20th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 21st May, 1900. [28]

HONGKONG, 23rd May, 1900.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

FUTABA MARU...[NAGASAKI, KOBE and YOKO] To-MORROW, 26th May, at Noon.

J. Thom...[HAMA] Noon.

HAKATA MARU...[MARSEILLES, LONDON & ANT-] FRIDAY, 1st June, at Daylight.

F. L. Sommer...[VERP, VIA STRAITS, COLOMBO and PORT SAID] Daylight.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 21st May, 1900. [6]

NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)



HAMBURG-AMERIKA LINE.

(Freight Service.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

"SARNIA".....[HAVRE and HAMBURG] 6th June Freight and Passage.

Fuchs.....[LONDON with transhipment in HAMBURG] About 23rd June Freight.

SAMBIA.....[HAVRE and HAMBURG] About 29th June Freight.

G. Schmidt.....[LONDON with transhipment in HAMBURG] About 29th June Freight.

ARMENIA.....[NEW YORK] About 6th July Freight.

PREIBURG.....[HAVRE and HAMBURG] About 17th July Freight.

Proesch.....[LONDON with transhipment in HAMBURG] About 17th July Freight.

WITTENBERG.....[HAVRE and HAMBURG] About 17th July Freight.

Hempel.....[LONDON with transhipment in HAMBURG] About 17th July Freight.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

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TOYO KISEN KAISHA. U.S. MAIL LINE.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 31st May, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 26th June, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 21st July, at Noon.

THE Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 31st instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco; to Atlantic and Inland Cities of the United States; via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, and to ports in the Pacific and Indian Oceans.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 9th May, 1900. [7]

HONGKONG, 14th May, 1900.

Intimations.

NOTICE.

COMFORTABLE APARTMENTS with BOARD, for Gentlemen, at MORRISON HILL ROAD, EAST POINT. Apply to

"H" Office of This Paper.

Hongkong, 22nd May, 1900. [66]b

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty-Seventh day of March, 1900, the following RESOLUTIONS were passed.

1.—That in pursuance of the Provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March instant, and since duly registered, the Sum of \$1,250,000 be withdrawn from the Reserved Fund and be carried as of the 2nd July next, to the Credit of Capital Account, each Share being credited with a Sum of \$25 as paid up thereon in addition to the Sum of \$50 now standing to the credit of each Share.

2.—That the Balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a CALL be and is hereby made of \$25 per Share upon all Shares of the Company; and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay according.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the Rate of 5 per cent. per Annum, upon all Calls remaining Unpaid after the 9th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board, A. SHELTON HOOPER, Secretary.

Hongkong, 27th March, 1900. [40]b

NOTICE OF REMOVAL.

THE HONGKONG TIMBER YARD, (ESTABLISHED 1852), has This Day been REMOVED from No. 65, PRAYA EAST, Marine Lot 109, to Inland Lot 1,508, BOW RINGTON CANAL, near LEIGHTON HILL ROAD BRIDGE and opposite LEE YEUN SUAR REFINERY.

L. MALLORY. [56]b

Hongkong, 1st May, 1900.

NOTICE OF REMOVAL.

I HAVE This Day REMOVED my Residence from No. 65, PRAYA EAST, to No. 7, LEIGHTON HILL ROAD.

L. MALLORY. [63]b

Hongkong, 16th May, 1900.

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE, 5, D'Aguiar Street. [34]

Hongkong, 27th April, 1900.

WANTED.

A REMINGTON TYPEWRITER, New or Second hand, if in really Good Order. Reply to P. O. Box 55, giving Particulars, Price, &c.

Hongkong, 14th May, 1900. [63]b

WANTED.

A COPY of the Local "HANSARD," 1891-2.

Address: J. J. F. Office of This Paper.

Hongkong, 10th March, 1900.

THIS Piano subject needs looking into. For, whereas, if you get a Good Piano at a Low Price you can sell it at a fair Price without difficulty should necessity arise, if you pay a fictitious price for a poor piano you can hardly realize anything on your investment.

The pianos sold by us, besides yielding daily musical dividends, hold the money invested much safer than ordinary instruments, for the construction is honest and economical throughout.

Several Pianos returned from hire in good order VERY CHEAP.

THE ROBINSON PIANO CO., Limited.

The musical portions have not been slighted for the sake of showy external features.

Hongkong, 10th May, 1900. [60]b

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID.

AVOID ALL RISK OF OUTBREAK BY USE.







